

Next Steps

The purpose of tonight's public meeting is to present the proposed project to the public and to collect public comments on the initial KY 79 design and its crossroad alternatives. After tonight's meeting, the following steps are planned for the project:

1. Continue to collect public comments for 15 days after this public meeting.
2. Compile the comments received about the KY 79 initial design and tabulate the preferences expressed by the public in regards to the crossroad alternatives.
3. The KYTC Project Development Team will meet to review all of the comments received within the comment period, to review the preference tabulation, and to make a recommendation for the Preferred Alternative for the Project.
4. Complete preliminary plans for the Preferred Alternative.
5. Proceed with development of final roadway and right-of-way plans.
6. Acquire the necessary additional right-of-way.
7. Relocate any utilities that are in the way of construction.
8. Advertise and let the project to construction.
9. Inspect the construction.
10. Open the new KY 79 to traffic.

Thank you for your attendance and the input you have provided for this important highway project.

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KENTUCKY
TRANSPORTATION CABINET

Meade County KY 79 Widening and Reconstruction From South of KY 144 in Midway to the Brandenburg By-Pass (KY 1051) Item No. 4-8705.00

November 19, 2013



Photos of KY 79



BURGESS & NIPLE
Engineers ■ Architects ■ Planners



KY 79 Widening and Reconstruction From South of KY 144 in Midway to the Brandenburg By-Pass (KY 1051)

Welcome!

Welcome to the KY 79 public meeting!

The Kentucky Transportation Cabinet (KYTC) continues to move forward with design of this roadway improvement project in your community – **reconstruction of KY 79** in central Meade County. The KY 79 reconstruction is one of many transportation projects approved for design and construction by the Kentucky General Assembly in the State’s Biennial Highway Plan. This public meeting is the next step in the project development process.

The Project’s Purpose and Need

The purpose of this project is to improve the safety, mobility, and connectivity between Irvington and Brandenburg. KY 79 is a direct connection from U.S. 60 in Irvington to the Brandenburg By-Pass (KY 1051) and on to Indiana via the Ohio River bridge. The existing lane and shoulder widths are not adequate for its rural minor arterial roadway classification. There are a variety of crash types throughout the corridor, especially at KY 1051 and Turner Road. Current year (2013) average daily traffic (ADT) volumes for KY 79 range from 4,200 vehicles per day near Midway to 7,000 near the By-Pass. KY 79 traffic in the design year (2036) is forecast to increase approximately 21 to 25 percent to 5,100 ADT near Midway and 8,800 ADT approaching the By-Pass. A 2010 traffic count revealed that 18 percent of the vehicular traffic on KY 79 was trucks, and that percentage is expected to remain about the same in the design year.

Existing Roadway Deficiencies

Archived roadway plans for this section of Existing KY 79 (Section 8 of the Louisville to Paducah Road) are dated 1921. As you can imagine, design requirements for the typical vehicle operating speed in the early 1920s were not as stringent as they are for today’s vehicles, so it is rather remarkable that the roadway has served some 92 years without a major upgrade. Existing KY 79 is fairly straight, and most of the horizontal curves meet modern design

criteria for the posted speed limit. On the other hand, the vertical roadway profile is not so good. Through the rural section of the project with a 55 mph speed limit, nearly every hill and valley (“crests” and “sags” in highway engineering terms) is deficient by modern standards for stopping sight distance, and the roadway will require varying degrees of cutting or filling to achieve an acceptable (safe) roadway profile. Deficiencies in the existing KY 79 roadway profile also translate to difficulties in pulling out from many of the numerous crossroads and driveways along the project. Many existing driveways run parallel to KY 79 for considerable distances to enable a safer entry to KY 79.

KY 79 Preliminary Design Alternative

This project would reconstruct KY 79 to modern standards for the posted speed limits (35 mph in Midway, 55 mph through the rural section, and 45 mph on the By-Pass approach). Due to the vertical deficiencies noted above, the proposed roadway profile will be made less rolling than the current roadway profile. The profile improvements will allow for safer operation on KY 79 (improved stopping sight distance) and for longer lines of sight at the crossroads and driveways. At those locations where the proposed roadway must be either lower or higher than the existing roadway, the proposed roadway must be constructed to one side of the existing road to avoid having to close the road during construction. Consequently, the initial preliminary design is shown offset at those locations. Residences, businesses, numerous sinkholes, and ponds present design obstacles, and these obstacles have been avoided in the initial preliminary design whenever possible. A strategy of having the proposed alignment cross from one side of the existing roadway to the other to avoid residences, sinkholes, etc. has been applied whenever possible in the preliminary design. Much of the existing right-of-way has been incorporated into the proposed design, thereby reducing the amount of additional right-of-way that would need to be acquired.

For those segments of KY 79 where the existing profile meets current design standards (primarily in Midway and on the approach to the By-Pass), a pavement widening and asphalt overlay of the existing pavement would be used to reduce the construction cost, facilitate maintenance of traffic, and to accelerate construction completion.

KY 79 Typical Section

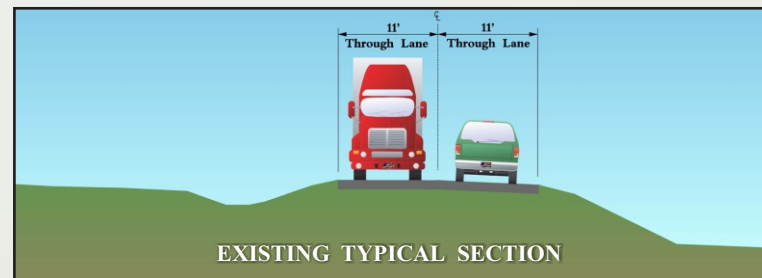
For a majority of its length, proposed KY 79 is envisioned as a two-lane rural roadway with 12-foot travel lanes and 10-foot shoulders (8’ paved). Wide and gently sloping areas beyond the paved shoulders (“clear zone” in engineering jargon) would provide enhanced safety along the reconstructed roadway. A three-lane urban typical section with curb and gutter and sidewalks (in lieu of paved shoulders) is recommended through the more developed areas of Midway and near the By-Pass on the southeast (Meade County Bank) side. The additional median left-turn lane would permit safer left turns clear of the through travel lanes, and the urban typical section would reduce the lateral encroachments into the properties adjacent to the roadway.

KY 144 East Alternatives

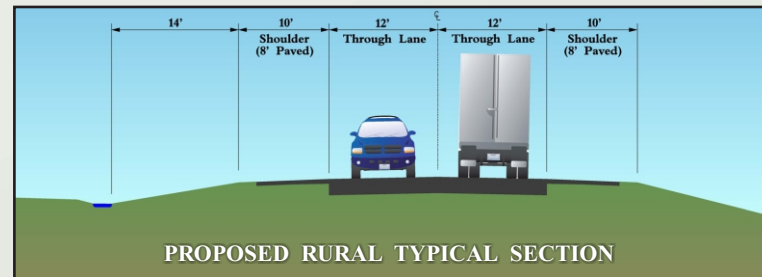
Three alternatives have been developed for KY 144 East in Midway. They include:

Alternative “A”: This alternative was a 2,000-foot cross-country alternative that intersected KY 79 south of Midway. A portion of the existing roadway would remain in place. Although this alternative did not require the taking of any residences, it was the most costly of the alternatives due to its greatest length. Due to its longest length, greatest area of right-of-way taking, and significantly greater cost, the Project Team eliminated this alternative from further consideration at its September meeting.

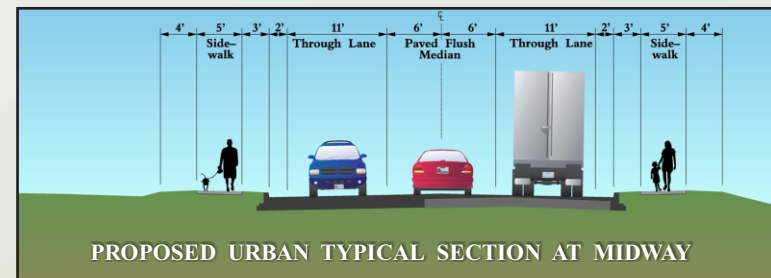
Alternative “B”: This roughly 600-foot long alternative realigns KY 144 East to intersect KY 79 in Midway at a more 90-



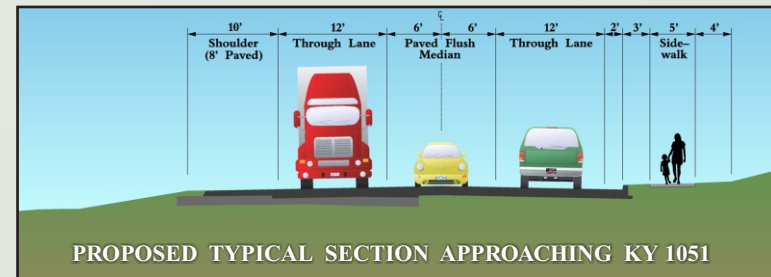
EXISTING TYPICAL SECTION



PROPOSED RURAL TYPICAL SECTION



PROPOSED URBAN TYPICAL SECTION AT MIDWAY



PROPOSED TYPICAL SECTION APPROACHING KY 1051

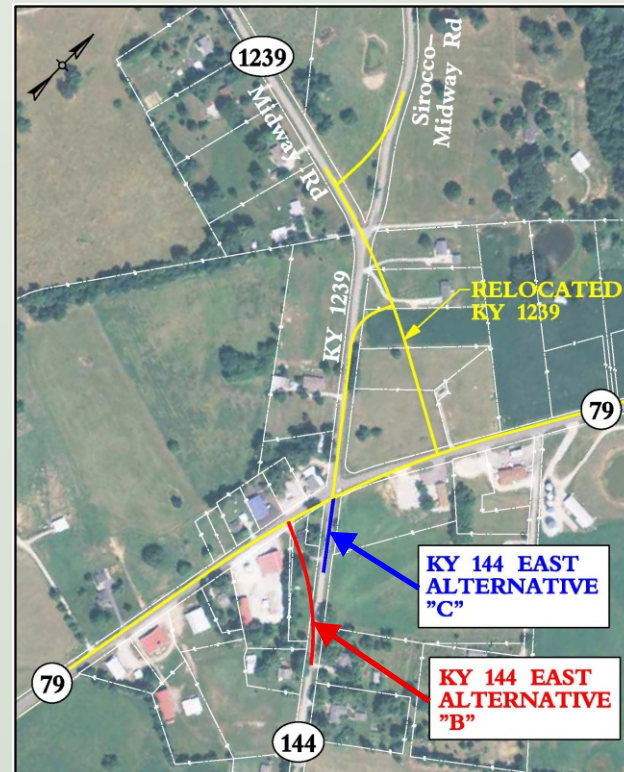
degree intersection to improve the intersection sight distance for KY 144 motorists. This alternative would require acquisition of the residence on the corner. The portion of the existing roadway adjacent to KY 79 would be removed once the new crossroad was in place and open to traffic.

Alternative “C”: This alternative reconnects KY 144 East at its current location. The angle of approach to the KY 79 intersection is greater for this alternative than what would be preferred by modern design guidance, but could be made to work. Additional right-of-way would need to be acquired on the south corner to provide sufficient intersection sight distance for motorists stopped at KY 79.

KY 1239 Alternatives

Two alternatives were also developed for KY 1239. They include:

Existing KY 1239: Similar to KY 144 East Alternative “C”, the existing KY 1239 roadway would be reconnected at its current location for this alternative. Additional right-of-way would need to be acquired north of the intersection to preserve the intersection sight distance needed by motorists stopped at KY 79.



Relocated KY 1239: This alternative would provide for a new 1,000-foot cross-country alignment for KY 1239 that would intersect with KY 79 across from the Midway Veterinary Clinic entrance. The Sirocco–Midway Road intersection would be improved as part of this alternative. Old KY 1239 would probably be cul-de-saced to eliminate through traffic on the old road.

Maintenance of Traffic during Construction:

KY 79 would remain open to traffic during construction. Two lanes of traffic would be maintained for a majority of the time. Lane closures with flaggers would need to be implemented at certain times to enable construction activities immediately adjacent to the existing pavement. KY 79 traffic would be

returned to two-lane, two-way traffic at the end of each work day. Some crossroads may need to be closed for limited time periods to permit tie-in paving to the existing roadways. For any crossroads requiring temporary closure, roadway closure schedule information would be posted in advance of the closure, and signed detour routes would be provided during the closure.

We Need Your Input

Please review the initial preliminary design for KY 79, the two remaining alternatives for KY 144 East in Midway, and the two alternatives for KY 1239, and feel free to ask questions to KYTC staff or to representatives of Burgess & Niple, Inc., the KYTC’s consulting engineering firm that is working on the project. After you have reviewed the KY 79 design, **please let us know where you agree with the design and where you recommend revisions.**

Also, after you have reviewed the KY 144 East and KY 1239 alternatives, **please cast your vote for your favorite and your least favorite alternatives on the questionnaire.** You are encouraged to complete a public meeting questionnaire and leave it at the sign-in table or take it with you to complete at your leisure. The questionnaire can be folded and mailed to the Kentucky Department of Highways Office at the address provided. Comments will be accepted for 15 days following the public meeting. Your comments and local knowledge are always valuable to our efforts. All comments received will be considered by the Project Team.

Thank you for your participation in helping the Kentucky Transportation Cabinet develop the best design for a reconstructed KY 79!

